

subscribe the stock necessary for the connection of the James River and Kanawha.

Maryland, possessing natural advantages over all of her sister States, by a nearer and more practicable communication with the western waters, has not been insensible to the consequences of permitting without a struggle, the vast and increasing trade of the West to be divested through new channels, from her borders, and the same wise policy which directed the course of New York and Pennsylvania—determined her to extend a helping hand to protect from inevitable ruin her own enterprising citizens, in whose prosperity, every portion of the State feels a lively interest, and to secure to her citizens a fair participation in the rich trade of the West.

With these enlightened views, she has subscribed \$625,000 to the Chesapeake and Ohio Canal, besides the deferred Potomac stock to the amount of \$163,724, and one million of dollars equally divided between the the Baltimore and Ohio, and the Washington rail roads, and \$100,000 to the Snsquehanna rail road. The two first named of these roads, now connect with the canal, the one at Harper's Ferry, the other at the basin in Washington. The antagonist feelings which once unhappily existed between the canal and rail road companies, are now harmonized, and their interest blended—the rail road company now looking to the completion of the canal, to render its stock profitable to the company and the State, unites in the earnest application to the Legislature, to afford such efficient aid as will secure the early accomplishment of this work.

Maryland should no longer be deluded by the expectation of external aid, which although partially afforded to this great work, has at a most interesting moment in its progress, disappointed the expectations and promises held out in the commencement. She must now like her sister States, rely only on her own resources and energies—which are most ample, without burthen to her people, to accomplish all the ob-